THE NEW YORK HERALD.

NEW YORK HERALD, TURNOAF, TANDANE IN, 1868.

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A MERICAN ILLIUSTRATED NEWSPAPER.—NO. 6 OF Frark Leale's Illustrated Newspaper issued 12th January contains the following engravings.
The British exploring ally Revolte, shandoned in the Arcite redoons, and discovered to the first raddington. Now on the Captain Buddington.
Fortrait of Captain Buddington.
Portrait of Captain Buddington.
Portrait of Captain Selcher
Feveral directation of articles found on the Resolute.
Jackson celebration at the Academy of Music, New York
January S.

Ancient of Jackson, after Vanderlyn.

Partrail of Jackson, after Vanderlyn.

Expelier with fitteen other spleadid illustrations and a
news of the work.

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Patent medicine venders
Manufacturers and others.
Intending to advartise their business to the West this spring,
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DRY GOODS—WANTED, AN ACTIVE YOUNG MAN wising to give his emitter attention to business. Apply to J. R. Saunders, 41 3G avenue, corner of 10th st.

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R. D. GOODWIN, Principal.

N. EW PATENT SPECTAGLES.—THEY IMPROVE VI.

N. siou, suit for life, change to greater magnifying powers
not required; near and distant objects seen distinctly through
one pair. Fannes, lecturer on the eye, patentee and
maker, No. Pauk row, opposite Astor House. Attendance
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WET GOODS, WET GOODS, WET GOODS,—WET DE hance, wet alles, wet damages, wet tagkins, wet linens, wet forwing, wet famuels, wet blankers, wet banklershed. Also, in colon and bales of cotion shiring and sheeting, very law. See adversisement in Times and Tribune.

ANDREW G. OOLBY, 259 Grand street.

A GENTLEMAN, WHO HAS BUT FEW ACQUAINT ances, because of his long absence from home, is desirous of corresponding with a lady, with the view of a matrimonial alliance. Size must be fulfelligent, refined a good housekeeper, and under 25 years of age. Address Paul Clifford, Union square I've office.

MATRIMONIAL OFFICE, 75 MADISON STREET, NEXT Modes to the corner of Catherine.—Those wishing to form a matrimonial alliance will find it to their advantage by calling or addressing (post paio) Mra. Prewster, who has opened a matrimonial register, whereby any lady or gentleman may secure to themselves a partner for life, without resorting to the unpressent alternative of advertising to express their wishes. Parties may sent their real narea, residence, business, reference, circumstances, requisites, &c., which will be estanged. Everything concerning letters and interviews stretty confidential. All applications must qualate two postages

OUR SHIP NEWS REPORTS.

FOURTEEN MORE VESSELS ASHORE

Another Ship, a Bark and two Schooners on Long Island.

TOTAL LOSS OF THE CLIPPER STINGBAY.

Two Barks, one Brig, two Schooners and a Pilot Boat Ashore on Jersey Coast.

TWO BRIGS AND A SCHOONER ON HART ISLAND.

Accounts of shipwrecks continue to crowd in upon us our columns were yesterday filled with the thrilling statements of the survivors of the pilot boat E. E. Colins, and the particulars of the wrocks of the Stingray, Pacific and others on the Jersey and Long Island shores. Although we have now to chronicle the loss of fourteen more versels, we are happy to state that they do not, probably, involve the loss of any mere lives.

It appears by our special despatches that the storior Saturday night last was more disastrous to vesse bound to this port than that of the 5th inst. It no only broke up and scattered those driven ashore in the to the list of wrecks, namely:-

Ehip John Stroud. Steamship Granada. Bark Echo. Rark D. S. Goodell rig Samuel and Edward. Schooner Cornwall.

Schooner Samuel P. Lord. Schooner Envoy. Schooner Rio Grande. Schooner John G. Roach. Our special despatches give the latest and fullest intel

Brig Nebraska.

THE WRECKS ON LONG ISLAND SHORE.

SPECIAL DESPATCH TO THE NEW YORK HERALD.

FIRE ISLAND BEACH,

SEX MILES EAST OF THE LIGHT HOUSE, Jan. 13, 1856.

Schooner Rio Grande Ashore—Total Loss of the Clipper Ship Stingray—The E. K. Collins. The schooner Rio Grance, from Virginia, loaded with cysters for New York, Capt. Norton, came ashore here during the gale last evening. The crew, consisting of six men, through the almost superhuman exertions of Gilbert B. Miller, coast inspector, John Lewis, Halsey Rogers, David Benjamin, John Seaman, Sidney Still, John Hicks, and John Wright, manning the government life

The best filled with water after reaching the wr and all hands came very near being lost. Too much credit cannot be awarded those brave men for risking their own lives in endeavoring to save their fellow beings from a watery grave—as this credit is probably all they will receive, and probably is all they demand. Vessel said to be partly insured.

to be partly insured.

The ship Stingray, Capt. Kirby, from Canton, lying a few rods west of the Rio Grande, broke up last night during the terrible storm, and her cargo, consisting of silks and tess, is scattered along the beach, excepting a part taken away yesterday by the steaming Titan and wrecking schooner H. W. Johnson. The steam pump put on board yesterday is lost overboard. Lose and destruction of property is all the meene. truction of property is all the scene.

The weather has been so intensely cold that few persons could get at the place of disaster, and those few have undergone great suffering and privations.

Capt. Kirby is still sick, and the lady passenger, whose name I forget, at the beam of Mr. Renjamin Mar, the re-sidence of ex-Speaker Ludlow. Coroner Wm. S. Preston has gone to Fire Island light

to hold an inquest on the bodies of the crew of the Illfated pilot boat E. K. Collins, wrecked on the bar at the

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Long Island with the fellowing particulars:—

Bark Echo is ashore opposite Quege, L. I. She went on, on Saturday night. She had carried away her main and Her cargo is flour, corn, &c.

It is reported that the wrecking schooner John G. Roach, Capt. Henry Clarke, came ashore on Saturday night, near Fire Island, and that the captain and four of the core parished.

LETTERS TO THE UNDERWEFFERS.
We learn from Mr. Walters that intelligence has been essived that the ship John Stroud, from New Orleans for the port of New York, is ashore on the Rockaway beach. She was laden with flour, beef and wheat, con

signed to J. W. Elwell.

Fran Island, Jan. 13—12 o'clock.

A. B. Nauson, Esq.:—The ship Stingray broke entiroly this morning, and most of her cargo is on the beach. The tide is running across the beach, and the cargo is scattered for miles. The men are at work securing the cargo. It is very bad working for the men, being in the water among broken pieces of ice, but they work cheerfully, and I hope to save all the cargo that comes to the beach. A part of the ship lays in the surf, with her anchor at the bow. What is left of the ship is held by the cable. I wrote you by the Titan that we should put the pump on board, which was done, and it is now put the pump on board, which was done, and it is now

The H. W. Johnson left here about 8 o'clock last night with a part of the cargo. She had a bad night, but may have reached the Hook before the hardest of the gale. New reached the Hook before the nardest of the gate. We shall get the cargo together as fast as possible. We are aimost entirely shut off from the main land, but shall get along quite well. I have sent to the Eastward to got some seamen to haul the cargo. The inlet is now open, so that we can load inside. We shall want plenty of lighters, but no steamboat, except to tow the lighters bore. One of the lighters should have six luggermen, to

want any more stores than the extra men in the lighters need, neither shall we want a clerk unless one can come without much inconvenience.

The schooner Rio Grande, Captain Joel Norton, of Port Jefferson, with oysters, came ashore this morning, and all hands landed on the beach. The schooner is beating up with the tide. Please let me know to whom the cargo up with the tide. Please let me know to whom the cargo is consigned. The men will be needed here constantly. I have concluded it would be best to send four barrols of I have concluded it would be best to send four barrels of bread, a barrel of beef, some hams, and four barrels of potatoes. In haste, ORLANDO BENNET. I forgot to mention that about 150 cases of silk are landed in good order on the beach, and about the same number of tea.

VESSELS ASHORE ON THE JERSEY COAST. SPECIAL DESPATCHES TO THE NEW YORK HERALD. LONG BRANCH, Jan. 12, 1865. north of the inlet, named the Envoy, Capt. A. P. Collins; cargo, fruit, coffee and rum; crew saved. There is also a bark ashore on the south side of Wreck Pond, named the ballast; crew saved. Also, the pilot boat Phantom, on the north of Wreck Pond. I will write as soon as I hear from the brig on the south side.

The pilot boat Phantom, No. 11, mentions owned by James Berger, George Berger and J. J. Bennet, of this city. She was built in Smithtown, L. L., and is now about fourteen years old. She is large class, old fashioned and of about ninety-five tons burthen. Her value is about \$4,000. Her owners, yesterday, were not aware of any accident having happened to her, as she had been seen, on the 12th inst., off the Jersey coast all

LONG BRANCH, Jan. 14, 1856. Storm on the Jersey Coast-Destruction at Long Branch-

The eastern coast of New Jersey was visited on Satur lay night by a storm of great severity, the gale being one of the heaviest known for many years. Its effect along the coast, both on shore and on the sea, have been very disastrous. Very great damage has been sustained at the Long Branch boarding houses. Mesers. Cooper's fine summer boarding house—the Me

tropolitan—so popular last summer, is very serious; damaged, the entire piazza, reof, &c., being blown of Messrs. Kennedy & Crater's United States Hotel was also Messri. Kennedy & Crater's United States Hotel was also seriously injured, having the plazes blown entirely off, and the building otherwise damaged by the gale. Mr. Jacob Herbert's new cottage, near the Alleghany House, was nearly ruined, the whole house being unroofed, and the inmates obliged to desert it about daybreak.

All the other houses on the beach were more or less injured—some of them seriously—except Mr. Morris' Pavilion and Mr. J. W. Morris' Chelsea Cottage. The bank in front of the Broadway House has suffered severely in this and the last storm, and the stairways, bathing houses, &c., have been very much injured, and in some

cases blown entirely away.

The scene from the bank in front of the Broadway House, this merning, is terrible. The buildings partly blown down on all sides, the broken and caved banks, demolished bathing houses, &c., presented a perfect pio-ture of ruin; but the worst feature is presented from the see. At every moment some vessel heaves in sight, in various stages of disarrangement and dismemberment— with sails gone, rigging hanging loose, bulwarks stove, masts gone, &c., &c.

It is a most surprising fact that so far we have heard of no loss of life in the immediate neighborhood. We have been able to procure intelligence of the loss of eight vessels along the upper coast, from the point of the Hook to below Squan Inlet. The severity of the gale, which began early on Saturday evening and continued through the night, gave reason to fear that a very heavy loss of life had occurred in our immediate visinity, as the offing, during all Saturday, was lined with vessels inward

The Brig Samuel and Edward, Captain H. C. Raymond, from Montevideo, with hides, consigned to J. S. Hill, 91 Front street, New York, is well up on the shore outside f the Hook. She came on at ten o'clock on Saturday night. Crew all saved. It is probable, as she lies easy, that the vessel and cargo will both be saved, the latter

Schooner Samuel P. Lord is ashore at Deal Beach, one oile and a half south of the Long Branch boarding houses. She is commanded by Capt. Noah Smith, and is from Baltimore, with corn and wheat. She is lying broadside on, and will probably be a total loss, with her cargo nearly so. She came on about ten o'clock on Sa-turday night. Her consignees are Mailler & Lord, No. 108 Wall street. Her crew all saved themselves during

of thark River Inlet. It is thought that she is not seriously injured, and will be got off. Crew believed to be all saved, though the fact is not known to a certainty.

The bark D. S. Goodell, Capt. Harriman, from Rio, in
hallast, is subore two miles south of Shark River Inlet.

The crew are all saved; and as the vessel lies easy, it is

probable that she can be got off, light as she is. There is also a schooner ashere at Wreck Pond, below leal, name unknown, said to be loaded with iron, oranges. rum and coffee, and to be from the West Indies. The crew were said to be all saved.

There is a ship ashore just south of Squan Inlet, sup posed, from her appearance from the shore, to be an emigrant vessel. Nothing is known of her condition, though the probability is against any loss of life, from the way in which she lies. Two brigs are also ashore just south of Squan Inlet, from which nothing has yet been

SQUAN VILLAGE, New Jersey, Jan. 14, 1856. The blow on Saturday night was severe. Saveral vessels went ashore in this vicinity. I send you the parti-

culars, as far as I have gathered them:—
The back John Farcham, Capt. Charles Wright, from Havana for New York, loaded with sugar, tobacco, segars and forty barrels of oranges, and consigned to Peter V. King, of New York, is ashore two miles south of Squan Inlet. She went on at 4 o'clock on Sunday morning, wind F. by S. Crew all saved. His sails were blewn away, otherwise the captain would have kept her off shore. It

The schooner Envoy, Captain Collins, from Kingston, Jamaica, for New York, loaded with coffee and run, is a here about one mile and a half north of Squan Inlet. ashore about one mile and a half north of Squan Inlet. Crew all saved, but badly frozen, except the Captain, who was the only man who could do anything. If the weather keeps moderate, she will probably he saved. She went ashore about 5 o'clock op Sunday morning.

The bark D. S. Goodell, Capt. Harriman, from Bio de Janeiro, sixty-five Cays out, for New York in ballast, went ashore about five miles north of the Inlet, between

went ashere about five miles north of the Inlet, between 11 and 12'o'clock on Saturday night. Crew all saved. She will probably be got off. There was only one day's provisions on board the D. S. Goodell when she went ashore.

1 have obtained from Capt. Harriman the following report of yessels spoken by him on her passage from Rio:—

Nov. 27, in lat. 14 29 S., lon. 35 30 W., clipper ship William Phyte, from Chincha Islands for Cork, fifty-live days out.

Dec. 13, in lat. 19 N., lon. 38 40 W., exchanged signals with a brig abowing colors on which he could distinguish the letters am —, steering south.

Jan. 1, spoke bark Maydower, from Bird Island for New Hayen.

Haven.

Jun. 6, lat. 25 56 N., lon. 74 45 W., spoke schooner Sarah Victoria, with soils split, deck lead and bonk seen, and leaking. Her captain said that he would try to get into Campton Roads; required no assistance.

I will send you further particulars. THE WRECKS ON HART ISLAND. One of our special reporters has obtained from Captain Hoffmire, of the steaming Hector, the following particu-

are of vessels ashore on Hart Island:-Brig Nebraska, from Providence, ashore east side of Hart Island, high up on the beach. No cargo. Vessel partly insured. Went ashore at four o'clock yesterday

Brig Abecna, of New York, touches at low water, east side of Throgs Neck, surrounded by ice. Belongs to lesse Foy, 105 Water street; is deep loaded. The pilot of the steaming walked to her on the ice. Schooner Cornwall, from Thomaston, in the ice near

Hart Island, foresail gone.

SPECIAL DESPATCH TO THE HERALD. City Edand, Jan. 14, 1866. The wrecking schooner attending on the steamer Ply-routh Rock, dragged three anchors and went ashore on

City Island high and dry.

At Sand Point and about Cow Bay the effects of the storm on Saturday night and Sunday morning were very severely felt. A full rigged brig was driven ashore on Hart Island, five schooners were left high and dry on City Island, and two schooners were cast upon Huckleberry Island.

OUR PORT NEWS REPORTS.

Our ship news collectors have sent us the following reports of vessels which arrived yesterday, and which suffered terribly in approaching our coast:

THE OWNER OF THE OWNER OWNER OF THE OWNER OWNE

THE STEAMSHIP GRANADA.

The Granada went ashore on Sunday night about seven o'clock, a little to the westward of the West Bank, while in charge of a pilot, and she will have to discharge before she can be got off. Her passengers and mails were brought up to the city by a steaming.

The Western Continent, in the gale of January 5, lost her jibboom and fore topgallant mast. She has been fifteen days north of Hatterss, in heavy gales. On the 12th took a pilot forty miles from Sandy Hook, at 7:30 P. M.; the same day saw the Highland lights at 8 P. M.; thick snow. Saw the light ship, and came to anchor out-side the bar, the gale increasing so fast that it was im-possible to furl the sails. Two of the men were badly frozen. At 2 o'clock A. M. the ship went addift; out

the south buoy of the bar teing about lifey yards from

SHIP THORNTON

The ship Thornton, on the 21st of December, experienced a severe gale from N. to N. E., during which split sails, &c. January 6 and 6, 80 miles E. by S. of Sandy Hook, experienced a hurricane from N. N. F., with snow, which split every sait, they being securely furled at the time. At daylight found the ship a perfect wreck, all her sails were blown from the gaskets and gone; the head of the main topmast and fore and main yards were sprung, and the skylights, with everything movemble about the decks, also gone; the upper between decks were flooded with water, and the ship, without canvass to steady her, was laboring heavi-ly, the sea running very bigb. On January 12 they took a pilot (Mr. T. Conklin) from the Phanton, No. 17, Sandy Hook bearing N. N. W., 46 miles. At 7 o'clock P. M. made the Highland lights, and at 8 P. M. it came on to blow from E. N. F., with mow, which to tally obscured the lights, and came to anchor in seve fathoms water. At 7 A. M. the next morning the ship was felt to strike heavily, the lead at the time giving was rest to strike nearily, the load at the time giving 6½ fathems; it being so very thick, they could not determine their position. At 9 A. M. the tog lighted, and found the ship on the tail of Romer Shoal. At 10 A. M. it came on foggy again, and remained in that position the whole of the 18th. The pilot heat Julia, No. 15, laid by us at our request, in case, the wind increasing we should be obliged to out away the maste She wa towed up by the steaming Leviathan, Capt. Hazard.

BRIG PAVORITA.

The brig Favorita, on the 5th inst., off Cape Henry, in thirty fathems of water, while laying to, a heavy gale from the Northeast blew? away her sails, and she jalso lost her bulwarks. A clipper ship in company at the time lost fore topgallant mast, jib and flying jibbooms and sails.

BRIG PANNIE RETURNED.

The brig Fannic O. Field, of Prespect, Kenney, hence for Cayenne, which sailed on the 4th inst., re-turned to port yesterday, having on the 6th inst., in lat. 39, Ion. 79, encountered a heavy gale from east north-east to north northeast, during which she was thrown on her beam ends, in which situation she lay for three hours. Out away the foremast, which took with it the flying jibboom; had decks swept and bulwarks stove; lost boat, and damaged her cargo of flour.

SCHOONER MIST. The schooner Mist, from Norfelk, on the 9th inst., in gale from the north northwest, Cape Henlopen bearing northwest twenty miles distant, lost foresail, mainsail, flying jib, stove boat, &c., and was obliged to keep off for the Gulf Stream to thaw ice.

SCHOONER RMILY. The schooner Emily, from Wilmington, N. C., on the 13th inst., off Cape Henry, experienced a heavy gale which carried away her mainboom, gaff, and split her sails, &c. Passed yesterday morning a schooner ashorness the Tavern Houses.

SCHOONER SAMUEL P. LORD. The schooner Samuel P. Lord, of Mailler & Lord's Baltimore line of packets, is ashore at Squan, New Jersey. SCHOONER BIO GRANDE. The schooner Rio Grande, Capt. Norton, from Virginia

with oysters, went ashore on Fire Island, on Sunday morning, the 18th inst. MISCELLANEOUS.
Captain O. Morrell, of the steamtug Huntress, reports a brig ashore on the Hook, near the Fast beacon. Also a fore and aft schooner ashore on the south side of Staten Island, loaded with may or cotton. The schooner Washlagand, toaded with may or contain. The school and lagaton, of and from Washington, N. C., is at anchor at the outer middle channel, with loss of sails. Also the

chooner Amy Chase, with loss of main boom. TELEGRAPHIC.

BARK SELAH IN DISTRESS AT NORPOLK.

NORPOLK, Jan. II, 1856.

The steamship Black Warrior, from New York for Ha vana and New Orleans, fell in with the bark Selah, Boston, seventy miles from Norfolk, in distress, and towed her into this port last night. The Black Warriot left sgain on Saturday morning at seven o'clock, for

The vessel reported ashore on Fawn Bar is the ship Irene, of New York, from Liverpool for Boston. She go ashore yesterday morning on the Bar. Her masts were eut away, when she came ashore on Winthrop Bar, between Point Shirley and the Cooper Works. She lays stern on, and can be got off by steam.

Boston, Jan. 14, 1856.

The schooner Northern Light, from Aux Cayes for Boston, went ashore jesterday, one mile north of Scituate light, and will prove a total loss. The crew were

AT THE HEADWAY THEATRE WAS produced a drama, "The Sea of Ice, or the Thirst for Gold," &c. This piece is intensely French in its character, and therefore very effective. We have, in the first act, a mutiny at sea, set on by Carlos (Fisher), a filibuster passenger, who succeeds in his piratical schemes by inducing the crew to think that he can lead them to realms of untell gold. In the recond act, we are introduced to the Arctis regions, where the master of the ship, has wife and child have the recond act, we are introduced to the Arctis regions, where the master of the ship, has wife and child have been cast away. The tee breaks up, leaving only the child to work out the virtuous part of the plot. The fill-buster becomes wealthy—returns to Europe, and is finally victimised by the child who was abandoned upon the ice. This plece, on account of its strong effects, was quite popular in London and Paris, and it was very well received by a large audience at the Broadway last night. The ice scene was well managed, and received much deserved applause. The principal parts wore nisely acted by Messrs. Fisher and Chapman, and M'me Ponisi.

At Burron's Trattum we had a new farce, called "The Barber's Plot." The scene is laid in the time of Charles.

At Burron's Theatre we had a new farce, called "The surber's Plot." The scene is laid in the time of Charles the Second, of England. That amorous monarch has a passion for the daughter of the court barber. The artist in revenge, resolves to cut the King's throat, but the metry monarch, ascertaining this fact, puts the barber in his place, and frightens him severely. On this situation rests the piece, which is rather a pleasant triffe, carried off successfully by the elever acting of Mr. Burton as the Barber, and Mr. Setchell, as his apprentice.

MURDER IN THE RIGHTH WARD—ESCAPE OF THE PERPETRATORS.

The Fighth ward has again been the scene of a most brutal murder, perpetrated, it is said, by some of a gang known as "short boys," which infest it, and seem to delight in doing all the fujury possible, both to the police and citizens. It appears that on Sunday night Joseph and Thomas Cohen, brothers, were returning from a call to their residence, No. 3 Congress street, when, as they neared the door, two ruffians rushed up behind them, and with heavy clubs struck each upon the back of the head, knocking them instantly to the pavement. The ruffians then repeated the blows until one of the young men was insensible and the other nearly so, and then fied, leaving their victims lying. The alarm was given by a citizen who happened near, a sew moments after the assault had been inflicted, and the police conveyed the brothers to the residence of their mother, as above, and physicians were immediately called to attend them. Joseph lingered in great pain until noon yesterday, and expired, his skull having been terribly fractured. Thomas yet lives, but is in a critical situation. He states that he recollects of no difficulty that hismelf and brother have had with any one that could have led to the assault, and is not aware that either of them had an enemy who would be guilty offt. He is therefore at a loss to know who were the perpetrators of the outrage. Coroner Forry was engaged yesterday in collecting witnesses, and will to-day proceed in taking all the textimony that can be obtained. It is to be hoped that it will be such as will lead to the detection and arrest of the guilty parties.

Gilbert Sanford, the man who was pushed from the platform of one of the Eighth avenue cars, while in West Broadway, by the conductor, on the 30th ult., died yosterday at the New York Hospital, and Coroner Connery proceeded thither to hold an inquest upon the body and investigate the occurrence. Dr. Dash, one of the surgeons of the hospital, testified to the nature of the fujures received, and stated that they were the cause of death. Justice Connolly testified to having been a passenger on the car at the time in question, and heard the conductor demand tare of deceased; also the retuant of the latter to pay, but for what reason the witness did not know; the conductor passed deceased, but after taking the fare of the other passengers, returned to him, collared him, and thrust him from the car; both seemed to fall at once, and seceased was left lying in the snow. Witness was not acquainted with the merits of the case, but thought the feeling in the car seemed to be in favor of the conductor. The car was No. 23, and b. M'Glyn was the conductor. The car was No. 23, and b. M'Glyn was the conductor. The day was the following that the feeling in the out of the testimony, until that morning.

ANOTHER ACCEPTAT OF THE HUDSON SIVER

Several Injured. Part of the Bridge at Spuyien Dayvil Crook, One Engine and

Three Cars Destroyed.

We are called upon to record another serious scoldent on the Hudson River Railroad. The circumstances are

The mail train which left Albany at four o'cleck on The man train which left Albaby at four o'clock on Sunday afternoon, and which consisted of two locemotives, two freight, one baggage and three passenger care, arrived at Spuyten Deyvil Creek at haif-part one o'clock yester-day morning. The bridge which spans this creek is from twenty to thirty rods in length, and the train had crossed safely till within a few feet of the south end, where the the had been piled up in large masses, so as to be almost on a level, in some places, with the top of the track. At the time the train was passing over the tide was at the full, and it is supposed the ice pressing against the piles, had to some extent lifted and partially dis-

placed it.

Huge masses of it I'e piled up along one side of the road and against the bridge; and as these are drifted by the current, which at times sweep with almost irresistible force through the creek, it is almost impossible for the bridge to resist the pressure. Last year, it appears, some of the piles were thrown from under the track; and had the damage not been ascertained before the passage of the train, an accident similar to that of Monday morning would doubtless have coursed. ing would doubtless have occurred. The only wonder now is that so few lives were lost, and that so many

The first locomotive passed over and had just re he southern side, when the second ran off the track, break ing through the bridge, and making a chasm of at least a hundred feet in length. The locomotive sunk at once, dragging with it the tender, one baggage and two freight cars, and throwing one of the passenger cars off the track.

at Norwalk two years ago, but fortunately the consequences by which it was attended have not been so se rious. The escape of the passengers has something miraculous about it, for out of over a hundred not one greatest confusion prevailed on the ear—every one rushed towards the door, and but for the presence of mind of the conductor, several lives must have been lost. In accordance with his not thrown off by the shock; and when the excite was over they succeeded in extricating themselves from their perilous position without further seadent.

The train was going at the rate of from twenty to twenty-five miles an hour when crossing the bridge, and the shock was so great that the seats in all the passenger cars, with the exception of the second one, were thrown rom their fastenings, and some of the passengers preci pitated from them to a distance of ten or twelve feet One young man was thrown over three seats and had his teeth smashed in by falling against the fourth. Yet, strange to say, not a limb was broken; and with he exception of a few cuts and bruises, none of the passengers received any injury. In this instance the railroad employes suffered most. The first en-gine, which was named the "New York," succeeded in gaining the southern end of the bridge, and was thrown as we have stated off the track, having sustained but slight damage. The second engine, the "Oneida," is now lying at the bottom of the creek, and athough only partially visible, it is thought she is so much broken up that she will be a total loss. But the worst part of the story remains to be told. The engineer, George Parrisen, and Howard Root, the fireman, both went down with her. The former has left a wife and two children, who are living in Peckskill, and the latter also leaves a wife and two children, who live in West Thirty-fifth street, near the Tenth avenue.

Henry Dawson, the engineer on the second locomotive, was severely scalded about the face and breast by the also so severely injured in the same way, that his re

covery is considered very doubtful. dus Miller was baggage master on the train. That part of the road where the accident occurred is strewed with the ruins of the locomotives and cars. The two freight cars, one of which contained a large amount mutton, and the other leaded with milk cans, were both literally smashed to pieces, and the baggage car was piled on top, in a partially demolished condition. Under all lay the engine and tender, and sticking out between both could be seen one of the legs of the engineer. When

the care.

The Coroner's inquest is to be held at 11 o'clock this morning, near the scene of the catastrophe.

We are requested by Mr. James Whitey, of Poughkeepsie, to state, for the purpose of calming the apprehensions of his friends, that the only injuries he has sustained are a slight dislocation of the wrist, and a few contusions about the chest and shoulders.

Personal Intelligence.

Hon. Samuel Wells, Governor elect of Maine, and John
Wells, democratic candidate for Governor of New
ampehire, are brothers.

American Minister.

Accountment of Manage Guss.—This talented hely was confined with a daughter on Christmas Day, at Brighton, Eng., and both parent and initiat are doing well. Signor Mario is at Brighton, but leaves England about the 12th of January to complete his engagement at Paris. Gris and Maris are both engaged for the Royal Italian Opera in Paris about the middle of February, after which it is expected that the great cantatrice and the unrivalled tener will proceed to Florence.

expected that the great cantatrice and the unrivalled tener will proceed to Florence.

From California, via Aspinwall, in steamship Empire City—Edurgess, W. Nathan, Mr. C. Murray, L. Boyre, Mac Touchard, H. Jones, Rev. J. Wilde, Herr Menges, E. Hewitt, J. W. Exbert, C. E. Nieboles, A. B. Harsman, J. Salter, W. Beullion and brother, J. W. H. Hago, hady and son, W. E. Bartett, N. Shiverick and lady, Mrs Lamphier and son, W. C. Master, Mrs Smith, F. Dodiendorf, A. Etchhana, R. A. Harrison, Mr. Bryant, A. Fitz. James, Dr. Cooper, Mr. Cully, G. D. Brush, F. R. G. S. mashenger, A. M. Bell, James Butler, C. P. Payne, H. J. Mickley, A. Boits, W. Haynes, Dr. H. Presson, C. W. behpard, E. Miller, S. S. Gawley, B. L. King, A. Hicky, W. Kennedy, W. M. Wilson, and wife, J. Thompson and wife, T. Jones, S. Strayer, Mr. Lyman, Mdc Chevan, R. McFaren, W. Egbert, B. Odair, Mr. Loboer, J. B. Stroeter, S. Robords, B. Patierson, S. M. Allen, L. M. Hewitt, J. H. Moody, Capi Praimer, Capi Halleck, Capi Pearson, Capitain Fendicton, Capitain Sichols, Mary Ann. Heit, P. V. Fox, David Charke, A. Dood, A. Rolston, T. O Dumigan, Mrs. Kelly, W. Weebert, Judguez Pierra, A. Nelson, J. Morrell, G. Truesdalle, S. Foster, and a full complement in the secrage.

From New Orleans—W. J. Sidolf, T. Barbour, W. B. Westhoad, D. M. Wilson and damider, L. S. Wing, S. B. Ward, A. Foung, L. Foster, M. Chark, A. Watt, S. Menge, B. M. Stibo, G. Widder, L. G. Parker, Mrs. Standards, J. M. Score, J. Deutchman, P. Wernest, A. Markort, L. Serpin, J. M. Score, F. Deutchman, P. Wernest, A. Markort, L. Patrend, Chark, A. Watt, S. Medelles, S. B. Higuel, B. W. Lanck, M. Culler, J. Straslord, A. Austra, G. Good, Soan, first officer, and seven and three children, Capita B. Adding, Miss Durrey, Miss Gaondetel, Capt Washburn, S. W. Tozer.

Court of Oyer and Texminer.

MUNICIPAL AFFAIRS.

BOARD OF ALDERMEN.

The President in the chair.

The lobby and the inner parties of the chumber were crowded to cases by parties anxious to hear the result of the several appaintments by the heads of departments.

THE APPOINTMENTS TO CONTINUED.

Communication from the Street Commissioner:—In se-

cordance with the requirements of the law of the Srate of New York, &c., I have appointed:—

New York, &c., I have appointed:—
An Copying Clork—Henry V. Lovell, in place of Thomas
Snyder.
An Hap Clerk—Edwin A. Ware, in place of John McGuiro.
An Superintendent of Landa and Places—Wm. H. Hobbard
in place of Joseph Murphy.
An Impector of Sidewalks—Edward Merriti, in place of
Robert Donnell
And respectfully submit their names for cofirmation.

JOSECH S. TAYLOR, Street Commissioner.

All of which were, on motion, confirmed by the beach.
All of which were, on motion, confirmed by the beach.
From the Collecter of Assessments—Appointing Horatie
N. Shewcod, in the place of Samuel Allon; Ira A. Liby,
in place of Robert McKinnan, as Deputy Collecters of Assessments, and submitting their mance for confirmation.
Both of which were, on vote, confirmed.
COMPANIATION FOR EXTRA SERVICE.
A resolution from the Board of Councilmen, in favor of
paying Reeves E. Schmes, one of the Assistant Clerks, \$500
for extra services, was called up.
A debate arose, after which the resolution was lost for
want of a constitutional vote—10 to 10. The matter was
then laid on the table.
After disposing of some routine business, the Board edjourned to Thursday, at 5 o'clock.

BOARD OF COUNCILMEN. This Board assembled at their chambers in the Cap Hall, yesterday afternoon—the President of the Beard, B. F. Pinckney, in the chair. The minutes of the last meet-

Ing were read and approved.

A petition was received from the cartmen, asking for an ordinance granting licensed cartmen permission to live outside the city limits. This was referred to Committee

Councilman Chirton offered a resolution, calling for a memorial to be presented to the Legislature, asking from

memorial to be presented to the Legislature, a sking from that body a grant to the city of all the new made land west of West street, and between viers No. 20 and 23. This was referred to Committee of the Whole.
Counciliman Swan then offered the following:—Resolved. That Samuel F. Allen be' and he is here'vy, appointed a Comissioner of Deeds. This was referred to Committee and Offices.
The PRESIDENT then announced the following standling committees, appointed by bim for the ensuing year:

Almahouse Department.—Councilmen Joseph T. Martin, Issae B. Eksats, James E. Colgrove, Francis O'Ecoley, Andrews Legar, Science Council Issae Issae.

Amesouse Department, Councilmen Joseph T. Martin, Issae
B. Skasis, James E. Cogrove, Francis V. Stelley, Assiever
Loary.

Arie and Sciences.—Councilmen Issae B. Skasis, John W.
Robenier, Amos Gavin, Francis T. Milier, James L. Waugh,
Assessments.—Councilmen Hirara A. Mayared, Gidoo Giff.
ton, Issae A. Hopper, O. S. Cooper, Dennis Byer.

Cheming Street.—Councilmen Goorge H. Haymond, Alexander Hemphill, E. Reid, George W. Warner, E. C. McConsell.

Croton Joseph Henry W. Colyer, James Wallace, Jr.

Ferrica.—Councilmen J. L. Noyes, William Floyd, Rebect
S. Dixon, Thomas Farron, James E. Kerrigan.

Fisance.—Councilmen J. L. Noyes, William Floyd, Rebect
S. Dixon, Thomas Farron, James E. Kerrigan.

Fisance.—Councilmen George A. Barnay, J. W. T. Van Miper, Olis D. Swan, Charles Whillock, Orlando Gray.

Fire Department.—Councilmen John H. Brady, John Romward, George Merriti, John Hauth, Jacob L. Smith.

Louis and Flaces—Councilmen Charles Whillock, J. L.

Noyes, Samuel A. Hopper, James Riley, John Hart.

Lambs and Gas—Councilmen William Floyd, Henry Scalla,

Cornelius O. Cooper, J. W. T. Van Biper, Thomas Farron.

Public Buildings on Bleckwell and Randall's Islands—Ossacilmen George Merriti, Joseph T. Martin, George H. Raymond,

Michael Barry, George McKinley.

Railroads—Councilmen George Warner, R. S. Dixon, Hempfinith, M. H. Crane, Bearing Reyer. Sichael Barry, George McKinley.

Rathroads—Councilmen George Warner, R. S. Dixon, Hessey
inith, Wm. H. Grana, Bennis Keyer.

Routs—Councilmen Lasac A. Hopper, Andrew J. Odes, G.
Cooper, Joseph T. Marin, Jacob L. Smith.

Repairs and Supplies—Councilmen G. G. Cooper, John W.
Achenier, John H. Brady, George A. Barner, Charles Wei-

Roberler, John B. Brudy, George A. Barney, Charles Whitelock.
Solaries and Offices—Councilmen Alexander Heusphill.
George W. Merritt, George H. Raymond, Henry A. Careff,
Melnael Smith.
Melnael Smith.
Severs—Councilmen Charles E. Applobee, William M. Barter,
J. E. Colgrove, S. Hopper, Mathew Murray,
Strets—Councilmen D. W. T. Van Riper, Gideon Cliffica,
John Robenler, Jones N. Philips, Francis J. A. Beole.
Wharves, Piers and Slips—Councilmen Hany Sentth, George
A. Barney, Andrew J. Odell, Orlando Gray, John Baulob,
Joint Committee on Acounts—Councilmen J. Renward, Amen
Gavitt, John Van The.
Less Department—Councilmen Old D. Swan, Charles B. Asplebee, J. L. Noyes, Houry A. Carelli, Thomas A. Duna,
Markets—Councilmen Gideon Clifton, E. Reid, William H.
Taylor, L. E. Avery, J. N. T. Van Riper,
Ordinacos—Councilmen Charles Waterous, Otte D. Swen,
Charles E. Applebee, William H. Taylor, Jones N. Philips,
Polés—Councilmes William H. Raxier, Isaac B. Ginade,
Rirem A. Maynard, George P. Bickford,
The Board then adjourned till Wednesday evening.

ANOTHER PUBLIC OFFICER CHARGED WITH BEING AN ALIEN.

CASE OF F. J. A. BOOLE, COUNCILMAN FOR THE THE

The special committee of the Board of Councilm pointed to investigate the case of F. J. A. Boole, Council-man of the Thirtieth district, charged with being on alien and unnaturalized, met yesterday afternoon in the City Library, City Hall. The committee consists of coun-cilmen Noyes, Whitloch, Baulch, Floy and Martin. Mr., Boole, the Councilman holding the seat, was present, as

year; both parties attended with counsel,

Business was commenced by a statement of the cas
by the chairman of the committee, Councilman Noves.

WILL THE COMMON COUNCIL LOOK TO THIS? TO THE EDITOR OF THE HEBALD. NEW YORK, Jan. 14, 1866. Six—In your edition of this morning, you ask where is Mr. Ebling, and why he does not attend to his duty is cleaning off the sidewalks of the public parks, &c., calling on the Mayor to stir him up.

in the case. The Board of Councilmen closed their least session, without making any appropriation of mosesy whatever to clean the screets for this year, or to pay of the men who have worked in the streets during the latter part of last year. Consequently I have not one cent to expend on the streets. And every business mas manifely have how difficult it is to have work performed without being able to pay for it. I have used every exertion during the past year to keep the streets of our city clean and I believe I have succeeded in giving better satisfaction than has been done in previous years.

If the appropriation is made to enable me to proceed, you will find that I am perfectly able and willing to perform my duty faithfully and promptly, without being stirred up by any one.

Commissioner of Streets and Lamps.

St. Louis.

Mrs. Hannad Bennerr died at her residence. No. 2
Vine street, Boston, on the 11th inst., at the advanced
age of one hundred years cleven months and sirtees
days. Mrs. Bennett was a native of Roxbury, but has
spent most of her days in Boston. She was born in 1756,
and was, therefore, twenty years old when the Americas
Revolution commenced. "Mother Boston," the colored
woman, is now the only centenarian known to be all a
n Boston.

Jan. 12 -66 and 48 argued, 44 exchanged with 56, and 56 struck off, 27 reserved for Jan 17. Court adjouded until Tuesday morning, at 11 o'clock. Calonder Jan. 15-46, 48, 50, 51, 52, 52, 53, 44, 56, 56, 38.